

Outbreaks of Violence Reported All Up and Down Greek Frontier

ATHENS, Dec. 10.—Greek press dispatches said today that Turks had conducted "sporadic" outbreaks of violence in the frontier while fire had broken out before dawn in a Greek-Turkish battle near the Greek village of Chrysanthi.

Andropoulos, in his southern front, did not say how many persons were killed by the Turks, but said that the Greeks had 10 killed and 10 captured during the night across the front.

Damon Runyon Dies, Aged 62

NEW YORK, Dec. 10 (CP)—Damon Runyon, the author, humorist and columnist, died tonight in hospital. The 62-year-old man, who had a quiet and modest life, was admitted to Memorial Hospital last Friday for treatment of a heart ailment. His general health had been poor for a long time, and he had been in almost constant pain, stemming from his speaking.

Runyon, a gifted poet, appreciated Broadway's characters to the world.

The author, a man of few words, had quoted a saying of his: "I never

memorized a poem, but I can recite it in the privacy of some of the shacks."

Rocket Plane Gets Test Hop

LOS ANGELES, Dec. 10 (CP)—The United States Army air forces disclosed today a successful test flight of the first rocket plane, the Bell X-1, designed for speeds of 6,000 miles an hour.

The plane, which had just passed its first flight test, was flying at 40,000 feet when the test was made on a looping 500-mile course.

The little plane, which measures only 21 feet in length and 9 feet wide, however, had to make a second flight, because the first was not enough to satisfy the test requirements.

John C. Stapp, 36, a test pilot, who now lives in New Alexandria, Pa.,

dropped out of the plane at 40,000 feet and was never seen again.

A test engineer for many years, he was an intermediate coffee drinker, often consuming up to forty cups a day.

Born in Massachusetts, he became known because of a speech which he gave to the Senate.

During the Great War he was with the United States Army and became a sergeant in the 10th Cavalry at and before winter.

In 1919 he became a colonel titled "Sergeant" and the following year he wrote a new novel, "The Big Trail," which became a best-seller.

"The Big Trail," was syndicated.

Runyon was married in 1911 to Elsie Farn and they had two children, a son and a daughter. His wife died in 1931. The next year he married Paulette DeGraff, an actress who divorced him June.

Mild Weather Blanks U.S.A.

WASHINGTON, Dec. 10 (CP)—The weather service said today that most of the country was blanketed by a high-pressure ridge of air from the north.

For a week, minor, scattered, mild weather has been the rule.

At 12:01 a.m. today, the temperature was 67.1 in December 23, 1945, Victoria, B.C., reported 59.5 on a record.

Ontario Council Opposes Transfer

ONTARIO, Dec. 10 (CP)—The Ontario Council, tonight, passed a resolution protesting the proposed transfer of 10,000 Canadian troops from British Columbia to work in agriculture here.

It urged the provinces of London, Waterloo, Bruce, Elgin, Middlesex, Huron, Wellington, Waterloo and the interior to "use every means" to stop the transfer.

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British Jet Inventor Honored



Rival French Political Leaders Agree on National Government

PARIS, Dec. 10 (CP)—Rival political leaders agreed in principle to form a national government, the "Government of National Assembly," a little-known socialist, was the outcome of a meeting of the leaders of the far right, to rule France until mid-January.

General de Gaulle, however, was agreed to the new government and a program—objection which might yet wreck the negotiations.

General Charles de Gaulle, President of the National Assembly, began a series of talks with the political leaders in an effort to reach agreement on these points in time for

Trains Held Up By Snowslides

REVELSTOK, Dec. 10 (CP)—A Pacific Railway right-of-way east of Revelstoke was held up by snow slides, which were expected to last several days.

At 10:30 a.m. today, a train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 11:30 a.m. a second train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 12:30 p.m. a third train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 1:30 p.m. a fourth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 2:30 p.m. a fifth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 3:30 p.m. a sixth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 4:30 p.m. a seventh train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 5:30 p.m. a eighth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 6:30 p.m. a ninth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 7:30 p.m. a tenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 8:30 p.m. a eleventh train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 9:30 p.m. a twelfth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 10:30 p.m. a thirteenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 11:30 p.m. a fourteenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 12:30 a.m. a fifteenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 1:30 a.m. a sixteenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 2:30 a.m. a seventeenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 3:30 a.m. a eighteenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 4:30 a.m. a nineteenth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 5:30 a.m. a twentieth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 6:30 a.m. a twenty-first train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 7:30 a.m. a twenty-second train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 8:30 a.m. a twenty-third train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 9:30 a.m. a twenty-fourth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 10:30 a.m. a twenty-fifth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 11:30 a.m. a twenty-sixth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 12:30 p.m. a twenty-seventh train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 1:30 p.m. a twenty-eighth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 2:30 p.m. a twenty-ninth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 3:30 p.m. a thirtieth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 4:30 p.m. a thirty-first train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 5:30 p.m. a thirty-second train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 6:30 p.m. a thirty-third train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 7:30 p.m. a thirty-fourth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 8:30 p.m. a thirty-fifth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 9:30 p.m. a thirty-sixth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 10:30 p.m. a thirty-seventh train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 11:30 p.m. a thirty-eighth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 12:30 a.m. a thirty-ninth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 1:30 a.m. a forty-first train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 2:30 a.m. a forty-second train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 3:30 a.m. a forty-third train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 4:30 a.m. a forty-fourth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 5:30 a.m. a forty-fifth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 6:30 a.m. a forty-sixth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 7:30 a.m. a forty-seventh train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 8:30 a.m. a forty-eighth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 9:30 a.m. a forty-ninth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 10:30 a.m. a fifty-first train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 11:30 a.m. a fifty-second train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 12:30 p.m. a fifty-third train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 1:30 p.m. a fifty-fourth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 2:30 p.m. a fifty-fifth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 3:30 p.m. a fifty-sixth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 4:30 p.m. a fifty-seventh train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 5:30 p.m. a fifty-eighth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 6:30 p.m. a fifty-ninth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 7:30 p.m. a sixty-first train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 8:30 p.m. a sixty-second train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 9:30 p.m. a sixty-third train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 10:30 p.m. a sixty-fourth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

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At 11:30 a.m. a seventy-eighth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

At 12:30 p.m. a seventy-ninth train with 100 cars was held up at a point where a snowdrift had reached 10 feet.

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Football Movement Under Way On Gridiron-Weak West Coast

VANCOUVER, Dec. 10 (UPI)—A football movement has been born here under way Canada's traditionally gridiron-weak Pacific Coast.

There is little competition for football in the West Coast, but it has been announced that the Bombers, unbowed until Calgary's tough, 100-point win, will play a single point, 6-7, in the Western Canadian Football League, which recently in a contest which may become an annual affair.

The new league will be divided into three classes. At the top are the same 12 teams that have been playing that players be under 21. Next come the 12 teams whose players are under 18 and weights less than 160 pounds. Last are the juveniles, 15 and under 160. More than 20 teams are expected to join the new organization and sponsored by the Canadian Football Council.

Born Butler, an executive of the Western Football League, thinks the league during the war will be able to keep its strength. The 1945 champion of the west, the P.I.Y.A. Raptors, will join the new league.

Other association officials named yesterday include Humphrey Golby, of Victoria, president; Jim Jones, of Vancouver, and Billie, vice-chairman, and J. G. G. F. F. F. Jones, county member.

INSULATION

ALL THE

Loose Insulation Just Arrived

GYROCO WOOD

ZONOLITE KINGWOOD

**Victoria Retail
LUMBER YARD**
LOCATED AT 4TH FLOOR
GOVERNMENT BLDG. VICTORIA, B.C.

RADIO REPAIR WORK

BY AUTHORIZED RADIOTRICIAN

Meadow's
RADIO AND ELECTRIC

19 GORGE
ROAD
EAST

"Simple Words"

Millbank is a Mild, Cool, Straight Cut
Virginia Cigarette—Simple words but
they mean—

"A
Grand
Smoke"

Ask for them
today!

MILLBANK
STRAIGHT CUT
VIRGINIA CIGARETTES

HOCKEY #19 . . . POKE AND HOOK CHECKS

Take check in right so force
hook to the left. If you do this
the hook will be forced to the
right. As the check is being
done, the hook should be
done with inside bottom edge.

POKE . . . BEND LOW

Poke check in right so force
hook to the left. If you do this
the hook will be forced to the
right. As the check is being
done, the hook should be
done with inside bottom edge.

HOOK . . . CHECK LATE

Poke check in right so force
hook to the left. If you do this
the hook will be forced to the
right. As the check is being
done, the hook should be
done with inside bottom edge.



8 FREE CARDS
In every package of
Kellie's A.R. White
Hockey Cards, you will
receive 8 free cards
of the 1000 cards in
the set. These cards
are all different and
represent the 1000
players in the
National Hockey
League.

Join one of our 100
Million Kellie's White
Hockey Card sets.

Order now and get
your free cards
today.

Racing Results

At Bay Meadows

DAN MATKO, CHI, Dec. 10—Race

results at Bay Meadows today fol-

lowed:

FIRST RACE—

1000 Yards, 1000 Yards, 1000 Yards

1000 Yards, 1000 Yards,

